PRESE LIGHT THROWN ON THE IN-TERNATIONAL CUP INCIDENTS.

Telegram Declining Canadian Courtesie Not Official—Its Signers Assume Personal Responsibility—The Dominion Type of Yacht Is Not Desired in Future Baces, The special meeting of the Seawanhaka-Corinthian Facht Club, which was held at the Oyster Bay clubhouse on Saturday evening. Bept. 3, brought out the fact that the action of Messrs. Crane and Gibson during the international races at Dorval last month has the un-

qualified approval of the club. The gathering was a representative one, presided over by Commodore Henry C. Rouse. The following was adopted as the consensus of opinion of the entire club. A copy of it was forwarded on Sunday evening to the Royal St. Lawrence Club: NEW YORK, Sept. 3, 1898. To the Royal St. Lawrence Facht Club, Dorval, Montreal

GENTLEMEN: By resolution of the Seawanhaka-Corinthian Yacht Club, adopted at a special meeting held at Oyster Bay on Sept. 3, we are instructed to send you this letter. Members of the Bace Committee had fully in-tended to be present at the recent match, but, much to their disappointment, were prevented at the last moment by engagements of controlling importance. Mr. R. W. Gibson kindly consented to serve as our representative, and, in consultation with Mr. Clinton H. Crane, was fully authorized to act in our behalf. On Aug. 12 the Dominion was chosen to sail the match as your representative yacht. Mr. Gibson thereupon addressed to your Sailing Committee the following protest:

MONTREAL, Aug. 12, 1698. To the Salling Committee of the Royal St. Louvenes
Techt Club, per A. F. Riddell, Esq., Chairman.
GENEZAMEN: The Bace Committee of the Seawanhaka-Corinthian Yacht Club have instructed me to lay before you their opinion in regard to the eligibility of the yacht Dominion, which, I am just in

formed, has been selected by you to defend the Seawanhaka International Challenge Cup. We are of opinion that the universally observed matom of classifying vessels with two bulls in classes distinct from one-bulled boats as catamarans should be considered as applying to the yacht Do n, inasmuch as she has two distinct immerced hull sections and two separats water lines, constituting two hulls, which are connected only above the water line.

It seems to us that the reason catamarans were no specifically barred in the agreement was because the custom of classifying them separately was so settled as to amount to an unwritten law requiring

nestled as to amount so an unwissen as a regard no mention.

Under these circumstances we feel obliged to make a formal protest against the selection of the Domision to defend the cup, and we appeal confidently to the Sailing Committee of the Royal St. Lawrence Tacht Club as umpires to give this question a new and imparial consideration for the welfare of the sport in which we are all deeply interested.

We cheerfully leave the decision in regard to these races in your hands, and will abide by your ruling. We remain, gouldemen, very respectfully yours.

Barn Committee of Hawarenas, Countillas Jacur Club.

BACE COMMITTEE OF BRAWERDRA-CONNYMINS YACET CLUB,

We beg to advise you that the action of our representatives in making this protest and in salling the match against Dominion has our unqualified approval and that of our club. We should not deem it necessary to make this formal avowal except for certain incidents made public in the press, which may have conveyed a mistaken impression as to our attitude. We allude especially to a personal telegram sent by two members of our club to Messra. Gibson and Crane, which was intended to be a personal and confidential suggestion. Unfortunately it was transmitted over a private newspaper wire from Montreal to your clubhouse at Dorval, and came into the hands of a reporter, who made it public without authority. The publicity given to this private telegram through comments of the press has no doubtled to a general impression that it was in a manner official and represented our wishes. We desire to assure you that it was sent without our knowledge and that we regret the incident. The gentlemen who signed it have addressed us a letter, in which they assume the entire responsibility personally, and specially request us so to advise you.

ter. in which they assume the entire responsibility personally, and specially request us so to advise you.

Having through our duly authorized representative made a formal protest against the selection of Dominion, agreeing in advance to abide by the decision of your Sailling Committee, we unhesitatingly accept that decision as the expression of the conviction of your committee that the Dominion was eligible under the declaration of trust to defend the cup, and we therefore regard the match of 1838 as a closed incident not open to further discussion. A profound difference of opinion, however, exists between us as to the propriety of accepting this decision as a precedent for the interpretation of the trust declaration and the government of future matches. It is our conviction, and that of our club, reached after full discussion and deliberation, that a vessel of the Dominion type is not within the contemplation of the declaration of trust, and that therefore, without the consent of our club, expressed by formal amendment as prescribed in the instrument itself, such a vessel should not participate in future matches for the cup. Some confusion may perhaps have arisen in discussing the question from the use of the word "catamaran." It may very well be that the Dominion technically is not a catamaran and that she may be merely an extreme development of the principle adopted without objection in El Heirie, Giencaira, Speculator and Challenger. However this may be, our point is simply this: That, whatever she may be

that she may be merely an extreme development of the principle adopted without objection in El Heire, Glencairn, Speculator and Challenger. However this may be our point is simply this: That, whatever she may be called or however her conception may be accounted for, she is a vessel which in design passes the limit of fair competition with vessels not possessing her peculiar feature of double hulls or separated bilges. While not now attempting technical argument, we cannot admit that such a vessel, even though evolved through the application of principles heretofore accepted, remains justly in the class from which she may have been evolved. It can hardly be questioned that, had such a development been foreseen at the time when the cup was established, it would have been expressly barred by the declaration of trust. But, whether this be so or not, we are not willing ourselves to challenge for the cup with a vessel of this type, and we could not regard with indifference the admission of such vessels to contests between other clubs for the cup which our club has founded. It cannot be doubted also that if the recent match is to be accepted as a controlling precedent, the result will be either that future contests will be limited to vessels embodying a progressive development of the peculiar features of Dominion, or that competition for the cup will altogether cease. Eigher result, it seems to us, should be deplored. As founders of the cup, knowing that it has done much, if not for the art of designing, certainly, what is far more important, for the development of Corinthian salling, we feel a deep interest in its future, and we do not doubt that you, who won it under circumstances reflecting such high credit upon your enterprise and upon the skill and character of your representatives, and have since twice successfully defended it, are equally solicitous. While we refirmly of the opinion that no amendment is necessary to the declaration of trust, yet if aftor final consideration you find yourselves unable to concur

Race Committee. Tacht Club.

The report of Clinton H. Crane, the designer and Corinthian skipper of the Seawanhaka Club's boat, led up to the above communication, and is an exhaustive recapitulation of the races at Dorval as well as of the Correspondence relative to the design of the Dominion and the subsequent protest by R. W. Gibson. Extracts from this report that have as yet not been published are that on Wednesday morning. Aug. 3. for the first time Mr. Crane saw the Canadian defender Dominion. He at once informed the Race Committee that the crat was a double-builed boat, and sent a sketch of her midship section to Leroy Bresser here, asking for instructions as to what to do under the circumstances. Charles A. Sherman and Waiter C. Kerr of the committee consulted with Mr. Dresser, the result of their deliberations being as follows:

(1) We hesitate to address the Royal St. Lawrence

(1) We besitate to address the Boyal St. Lawrence Yacht Club committee on this subject so long as they have not yet chosen Duggan's "f.esk" as the cap defender.

(2) We fear to bring up the they have not yet chosen Dungan's "f.e.k" as the cop derbonder.

(2) We fear to bring up the matter after they have chosen it, for such choice will doubtless be advisedly taken and irrevocable.

(a) This makes it a delicate matter to handle from a distance, and we think you should feel rour way to be what is the best and most diplomatic method of expressing our views.

(4) Specificall' from your describtion we consider Dominion a cattmaran and ineligible in spirit, under the rules, to race for the cup.

(b) We would prefer to state our belief rather than arms or give reason purely to avoid alternation aid possibly misunderstanding, leading to strained relations.

(a) We therefore prefer to have them withdown.

entry.

(7) We should consider the admission of such a type of confr detrimental to the sport of pachting.

(8) We assume that their lines Committee would have formulations in the areas of a prosest, and we

therefore it seems to mad present our course wou be to withdraw pather than protest in case this free a selected. We should have to state very clearly or reason for withdrawing, which we have not time as to formulate, and we trust it may not prove used

sary.

(9) From such consideration as we have time to give we consider your demonstration of the reason why one hull is an outrigger, is good, and can be used in defence of our decision, if it ever become necessary to argue the point technically. Kerr hopes that he will be able to reach Dorval on Friday, but if you want any further advice in the meantime wire or write and we shall do the best we can from this end. end.

I have asked Fred Tama to overhaul the archives of the New York Yacht Club, as we are under the impression that the definition of a entemaran was clearly made when the question of entering such a vessel came up in the New York Yacht Club some

years ago.

I shall be unable to reach Montreal in time for the first two races, but expect to see some of them, and first two races, but expect to see some of them, and in the meantime wish you the best of link.

CHARLES A. SHERMAN.

This reply was telegraphed to Mr. Crane, who subsequently laid the facts before A. F. Riddel of the Royal St. Lawrence Sailing Committee. When asked whether the cup would be sent back to the Seawanhaka Club, Mr. Dresser said

back to the Seawannaka Gud, all not come back yesterday:

You may be sure that it will not come back as a result of this misunderstanding. We have had no communication from the Canadians to the effect that they istend to return it. As a matter of fact, we have heard nothing official as to the result of their meeting on Friday last, Of one thing you may be sure, and that is our club will not accept the cup that way."

C. OLIVER ISELIN AT BRISTOL. Talks with Nat Herreshoff About Placing

the Defender in Racing Trim. BRISTOL, Sept. 8.-C. Oliver Iselin, manage the yacht Defender, visited Bristol to-day and had a long conference with Designer Na Herreshoff. Iselin talked freely with a representative of THE SUN regarding the coming race for the America's Cup. He said he was not interested in any syndicate formed for the purpose of building a new cup defender, and further said that to his knowledge he knew of the existence of n such syndicate. His visit to Bristol was for the purpose of making arrangements for putting the Defender in condition to participate in the trial races for the selection of a cup defender, and that Nat Herreshoff would go to Neptuna Bay next week for the purpose of looking the Defender over. Iselin also said that, as was expected, some of the aluminum plates on the Defender had corroded, and these would be replaced by new plates. The work would be done at Bristol. The Defender, it is intended, will be raced not only as a trial horse, but with the object in view of having her selected to defend the cup if possible. Iselin was enthusiastic in praise of the Defender's abilities, and was sure she would give a good account of herself, no matter what competitors she had.

In regard to the building of new yachts he said that the talk about the Herreshoffs being restricted to one boat was untrue. The firm, he said, was at liberty to build half a dozen boats if they received orders for them. He was delighted at the prospects for a race, and he looked forward to the event with a good deal of pleasure.

Bristol had another important yachting vissyndicate. His visit to Bristol was

looked forward to the event with a good deal of pleasure.

Bristol had another important yachting visitor this week in the person of J. Malcolm Forbes of Boston. He came here on the old cup defender Volunteer, which was built by Gen. Paine. Forbes called on the Herreshoffs and his visit has created no end of speculative talk. It would certainly be decidedly interesting if Boston yachtsmen should again make a bid for the honor of defending the cup. It is not known that Forbes ever visited Bristol in this way before, and his coming at this time is considered by many to be significant.

BOWLING.

Meeting of the American National Tourns ment Managers.

Interest in bowling in this city is at a low ebb, and will probably remain so until the followers of the sport have recovered from the late warm spell. In past years the American national tournament has had little trouble in arranging matters pertaining to the competition, the meetings being well attended. represented the twenty-one clubs in last season's tourney to be on hand at the Germania As-sembly Rooms alleys last night, only ten clubs sembly Booms alleys last night, only ten clubs were represented. Among the absentees were the President and Secretary of the organization, and notwithstanding that one member of the board of managers was lacking to complete a quorum it was decided to held the meeting. Vice-President D. C. Ladue occupying the chair, while Charles K. Starracted as Secretary. The following clubs were represented: Metropolitan Bowling Club, George Schenk; Bleecker Bowling Cub, A. Bonneau; Adelphi Bowling Club, Harry Anderson; Rosedale Bowling Club, Phillip Lichtbach; Spartan Bowling Club, J. Forsyth; Monarch Bowling Club, J. L. Forsyth; Monarch Bowling Club, Lattery Anderson; Rosedale Bowling Club, Phillip Club, Charles Walter; Empire Bowling Club, D. C. Ladue; Lotus Bowling Club, W. A. Gerdes.

The Bloomingdale and Lamstedder bowling clubs were dropped from the membership roll for failing to win sit games in last season's series, but both clubs can apply again and take their chances with the new applicants. Schenk of the Gothams notified the delegates that unless the tournament is so held that the weaker teams have an equal chance with the new applicants. Schenk of the Gothams notified the delegates that unless the tournament is so held that the weaker teams have an equal chance with the stronger ones of winning a prize his olub would probably resign from the tournament. Mr. Schenk suggested that the tourney be divided into two sections, the stronger teams competing in the first section. The other delegates did not take kindly to the double section series and the tournament will be held on the same basis as last season. The Gotham Club representative then tried to have the number of team prizes increased from eight to ten. This matter was discussed and finally laid over until the next meeting. The clubs will again be assessed \$15, which will have to be paid when the delegates meet again on Wednesday, Sept. 21. All of the clubs not represented at the next session will be stricken from represented at the next session will be stricken from the roll and new applications will be accepted. Should there be more applications than vacancies, a preliminary tourney will be held, the last week in this month.

Boxing at the Greenwood A. C. The Greenwood A. C. held four ten-round bouts be-tween boxers of local repute last night. The boxing was very tame, and the small crowd present seemed to be considerably bored. In the final bout between Peterson and Morrison, the affair was stopped three

times because of foul tactice.

Two Brooklyn bantams furnished the first tilt. They were Young Horney and Kid Weish. They came together at 110 pounds. It was Horney's maiden effort and he showed up very well. He easily

came together at 110 pounds. It was Horney's maiden effort and he showed up very well. He easily got the decision.

Jimmy McKeever of Philadelphia met Eddie Sweeney of Brooklyn in the second encounter, at 130 pounds. In the third round McKeever upper-cut Sweeney very low. The latter fell to the floor with a groan and was unable to arise. It was a foul blow, though apparently delivered unintentionally. Referred doe Ward then awarded the context to Sweeney. Jack Bloan and Billy Ryan, both of Brooklyn, fought in the third bout. The announced weight was 130 pounds. The decision went to Ryan.

The last bout introduced Ed Morrison of his Francisco, colored, and Harry Feterson, the "Swede." The weight was 145 pounds. In the third round Morrison struck Feterson below the belt.

Peterson was in pain, and the referee ordered the colored fighter to his corner. When Peterson recovered the fourth round was started. Morrison had Peterson bleeding in the fifth round. Harry brought the gore from Morrison's noss in the sixth by a series of wallops on the month. Morrison fouled Peterson, of course, got the award.

Democracy Makes a New Record for Wa-

The harness racing at the Waverly Park Fair yesterday was among the finest ever witnessed in New Jersey. In many of the heats the finishes were close and exciting, not, by three of the four heats in the 2:17 class trot. The old campaigner Bert Sheldon won by a nose once and was twice beaten by the same distance. The feature of the day was the performance of Democracy, that paced a third heat 1:11, thereby beating the track record. In the first heat of the 2:29 trot Linda L. stumbled directly under the wire at the minsh of the mink and turned a complete somersuit. I.T. ver Murphy was thrown, but escaped with an abrasion of the face and some painful bruises. Summaries:
2.25 class, nacing: purse \$8000:

2:25 class, pacing: purse \$800: Jersey Bellman, b. s., by Bellma (Garrett) Time—2:194, 2:104, 2:184, 2:204, 2:204, 2:204, 2:27 class, trotting; purse \$500; 0nits, b. m. (Muray). 1 Wonderful, gr. g. (Lewis). 2 Honor Brigat, ch. g. (Williamson). 3 Shadel and Tiploe, b. m. (Schafer). 7 Assla m.e. b. g. (Garrett). 6 dightning b. g. (Stevens). 4 Saile Aleyoner, blk. m. (Halei & d.). 4 Holem M., b. m. (Muras. 8 Prince. Jr., b. g. (Sevens). 8 Prince. Jr., b. g. (Sevens). 9 Prince. Jr., b. g. (Sevens). 9 Prince. Jr., b. g. (Sevens). 1 Prince. Jr., b. g. (Sevens). 1 Prince. Jr., b. g. (Sevens). 2 Prince. Jr., b. g. (Sevens). 1 Prince. Jr., b. g. (Sevens). 2 Prince.

odak, olk a Mover demout o m (Addri') tattler b g (McBrd neta, tilk m (Shyder (of Lake b a Prielan) folloss, blk a (Fox) Time—2:101g, 2:101g, 2:111 2:17 class, trotting; purse \$1,000; still D.ck, br. g., by flarry Flummer, 2:20 class, trotting; purse \$500 (unfinished)
Pay Billy, b. g. (Snow) 5 d
Meadow Bell, ch. g. (Coyillo) 1 2

should not wish to leave such a matter to any committee who are themselves choosing a defender, and THE ABBOT TROTS FAST.

BY A GREAT BURST OF SPEED HE GETS OUT OF A POCKET AND WINS.

The Performance, According to Old Horse men, Equals Any That Has Been Seen on the Track in Many Years-Driver Payne Thrown and is Seriously Enjured. HARTFORD, Sept. 8.-With five races on the card in addition to the unfinished contest car-ried over from resterday the horses were called at 12:30 o'clock to-day at the Grand Circuit meeting. The storm left the track soggy and wet in spots, so that fast time was not to be expected early in the day. The Abbot came out slightly lame in his warming-up work this morning, but the pool buyers made him a fa-vorite at \$100 against \$70 for the field in the postponed 2:08 trotting race. The horses got away to a fair start after a few scores, Kentucky Union going at once to the front and opening a gap of three lengths before reaching the quar ter pole. The Abbot trailed the leader, with Rilma on the outside, her pose at Kentucky Union's wheel, an 1 Klamath just behind, thus forming a pocket around the favorite. In this order they passed the half in 1:05%, and it was not until they reached the three-quarters pole that Geers attempted to extricate The Abbot from the three-horse pocket. Suddenly, on the upper turn, Geers took his horse back until The Abbot was five or six lengths behind Kentucky Union and clear of Rilma and Klamath. Then, pulling to the outside of the track, he set the favorite going at a marvellous rate of speed. Although Kentucky Union was trotting at a 2:10 gait or faster, The Abbot made her look like a 2:40 horse as he fairly flew through the homestretch in his attempt to overhaul the leader. Bo great was his speed that he closed the gap of half a dozen lengths and gained the lead within an eighth of a mile. Kentucky Union broke under Curry's hard drive as The Abbot passed her half way down the home stretch, and the favorite won easily in 2:09%. Old horsemen said that his flight of speed in the stretch was equal to anything seen on a trotting track in many years. Prolonged

the stretch was equal to anything seen on a trotting track in many years. Prolonged cheering greeted the victory of The Abbot, for the spectators had seen that the others were united against him.

Timorah won an easy straight heat victory in the 2:30 race for trotters. The California stallion Ellert, 2:19, a full brother of Stamboulet, 2:10%, was made favorite in the 2:16 race for trotters, selling in the pools for \$60 against \$100 for the field. Celibate, driven by John Cheney of Parkville, was looked upon as the best of the fielders, and he justified the confidence of his backers by winning in straight heats. Ellert proved to be unsteady, and although he showed much speed in each heat he falled to win any part of the purse.

Six heats were required to decide the 2:11 pace. Effie Powers, Helena Duplex and Woodshed were best supported in the betting before the start, and they proved to be the contending horses in the race. Effie Powers, a little bay mare in hoppies, tried for every heat and laways led the field until well down the homestretch. She won the first heat in a jog in 2:13. In the second round Woodshed came up very fast in the homestretch and won by a short nose in one of the fiercest finishes of the meeting, cutting his record down from 2:10% to 2:00%. The Boston stallion now became favorite, but the mare heat him back in another closs finish in 2:10%. Helena Duplex, who had been laid up, now came on and won the next three heats.

The first heat of the handicap race for pacers resulted in a serious accident to the well-known New England driver, John F. Payne, who brought out the great two-year-old trotter Jupe. 2:13%. Payne held the reins over Emma M. to-day. The hoppied pacer Hal C. driven by John Kinney, went off in the lead, and held in until well past the half-mile pole, where John Dickerson challenged him with the Brocklyn mare Helen R. Just as the latter took the lead Hal C. made a break, and, getting tangled in his hoppies, dropped as if shot. Kinney was thrown te the ground. Right behind the cheering greeted the victory of The Abbot, for

made a break and Monopole won by a nose in an exciting finish with Special Boy. The race was then posiponed.

Nicol B., a Detroit horse, started favorite in the 2:08 race for pacers, selling at \$100 against \$200 for the field. He was laid up for two heats, while the Chicago pacer Giles Noyes stepped to the front in clever style, beating Quadriga and the rest in 2:08% and 2:07%. In the third heat Noyes made a break, and the contest was between Quadriga and Alicol B., the latter winning by a nose in a furious drive. Darkness caused a postponement.

Star Pointer came out this afternoon for a couple of slow miles byway of preparation for his race against time to-morrow. The track was faster at sunset than at any time since the meeting began. Summaries:

2:08 class, trotting: purse \$2,000:

2:08 class, trotting; purse \$2,000; The Abbot, b. g., by Chimes—Nettie

King by Mambrino King (Geers). 1 6 5 Kentucky Union, ch. m. (Curry). 2 1 1 Riima, b. m. (Foote). 5 2 3 Captain Jack, blk. g. (Flynn). 4 5 2 Klamath, b. g. Judd). 3 4 4 William Penn, b. s. (Ludwig). 6 3 6 Grace Hastings, ch. m. (Spear). 7 dis. Time—2.1134, 2:00%, 2:11, 2:10%, 2:09%. Time—2:114, 2:00%, 2:11, 2:10%, 2:0%.

2:11 class, pacing; purse \$2:000:

Helen Duplex, b. m., by Duplex, dam
by Brown Hal (Demarest). 2 8 6 1 1

Effie Powers, b. m. (Scott). 1 2 1 2 2

Woodshed, ch. s. (McClary). 6 1 2 5 4

Palmetto Prince, br. s. (Williams). 3 4 5 4 8 r.

Eyelet, gr. m. (Doble). 4 6 8 5 dis.

Trio, b. s. (Niles). 5 5 4 6 dr.

Time—2:18, 2:00%, 2:10%, 2:11%, 2:11%, 2:20%.

2:30 class, trotting; purse \$2,000;
Timorah, br. m., by Princeton—Georgia S., by
Nutwood (Miller:
Robert Patchen, b.g. (Wilson)
Cuprum, br. g. (Rea)
Dollade Wilkes, blk. m. (Hyde)...
Time—2:14%, 2:15%, 2:15. Time-2:14M, 2:1094, 2:108

2:16 class, trotting; purse \$1.500;
Celibate, b. g., by Star Wilkes-Pricetees, by
Jay Gould (Chenez).
Surpal, gr. s. (Curry).
Nibbs, b. g. (Boyce).
Casselton, br. g. (Birney).
Tuder Cnimes, b. g. (Geers).
Ellert, b. s. (Van Bokkelen).
Hattle B., br. m. (McDonald).
Time-2:14M, 2:14M, 2:18M. Free-for-all class, handicap; pacing; purse \$1,000

(unfinished):
Helen H., blk. m., by Leduc—Helen, by Hepta_on, 20 yards (Dickerson). 1
Monopole, ch. g., by Leicester, 26 yards (Demarcel). 2 marret).

Baccal Boy, ch. g., wire (Reynolds).

Bal C., br. g., wire (Kinney).

Emma M., b. m., 30 yards (Payne and Birney)4

Time—2:16%, 2:17%, 2:224. 2:08 class, pacing; purse \$1,500 (unfinished);
Giles Noyes, b. g., by Charles Caffrey (Bush) 1
Nicol B., b. s., by Alealus (M. Laughlin) 6
Quadriga, ch. g. (Miller) 2
Courier-Journal, bit. s. (Golden) 5
Charley B., bit. g. (James) 4
Bright Light, br. m. (Quintin) 5
Time-2:08%, 2:07%, 2:09%.

J. B. D. Captures a Big Purse at Hamlin CHICAGO, Sept. 8.—This was Minneapolis Day at the State Fair at Hamline, and the attendance was the largest of the week. There were only two races, the principal event being the 2:23 pace for a purse of \$5,000. It was won easily by J. B. D. Sum-

2:18 class, pacing; purse \$1,000; leannette Wilkes, b. m. Strothmeath, ca. g Lee W., b. g J. D., b. g Wilkes Eits, b. m Florette Wilkes, b. m. Florette Wilkes, b. m.
Ruth N., gr. m.
Time-2:13¼, 2:15½, 2:15½,
Time-2:13¼, 2:15½, 2:45 class, pacing; purse \$300 (unfinished): Elias Pahne, b. s. Birchnet, br. m. Bylvia Woodford, b. m. Ethei Healy, b. m. Time-2:1094, 2:2334, 2:23. 2:23 class, trotting; purse \$5,000: J. B. D. blk. g Lucy Gilbert, gr. m. Dull: Marchutz, ch. m. Coacte, b. Hi., b. in.
Alice Dorman, b. in.
Bell of Express, br. g.
Lady Scott, blk. in.
Aggie Medium, b. in.
Time—2:18%, 2:14%, 2:14%.

· Lawn Tennis.

TARRYTOWN, N. Y., Sept. 8.—Hackett, the champion of Yale, beat Paref here again this afternoon in the semi-final round of the Sleepy Hollow Tennis Club's semi-mai round of the Sleepy Hollow Tennis Club's tournament. Alien, the other Yale man, also carned a place in the finals by beating Clothier of Philadel-phia. The two Yale men will come together to-mor-row, with the odds in favor of Hackett, Fischer meets the winner for the cup on Saturday. The accress:

scores:
Championship Singles—Second round—W. J. Clothier beat E. T. Gross, &—6, 2—6, 4—4; J. P. Paret beat C. D. Millard, 7—5, 6—0, 8—m; Final Round—J. A. Allen beat W. J. Clothier, 6—4, 6—6; H. H. Hackett beat J. H. Paret, 4—6, 6—1, STABBED BY HIS PRIEND.

Ernest Bresemeder Died Yesterday of a Wound Inflicted Twenty Days Before. Ernest Bresemeder, a driver employed by Martin Muller, beer bottler and hotel keeper of Steuben street, Concord, S. I., who was stabbed on the night of Aug. 18 in Muller's hotel, died yesterday at the Smith Infirmary. Bresemeder had promised to take Henry Moehler, a butcher boarding at the hotel, on his (Bresemeder's) boarding at the hotel, on his (Bresemeder's) route the next morning when he started out to deliver beer. Bresemeder forgot to wake his friend in the morning. When Bresemeder returned in the evening he met Moehler in Muller's saloon. After a quarrel the men fought, and Moehler stabbed Bresemeder in the left side with a butcher knife.

Moehler was locked up in the county jail to await the result of Bresemeder's injuries. An autopsy was made yesterday by Coroners' Physicians Mort and Whitman, and they decided that Bresemeder's death was due to inflammation of the spleen, caused by the stab wound.

MADE MAD BY THE MEAT. His Mother Flagged the Train He Wanted to

Throw Himself Before. PLAYNPIELD, N. J., Sept. 8.-Walter Dennis, 19 years old, residing near Stelton, died yesterday evening after having become insane from the effects of the recent excessive heat. Last Saturday he was prostrated while working in the field, and on Tuesday he lost his reason. He was left alone in his room by his mother. When she returned she found that he had jumped out of the second-story window.

had jumped out of the second-story window, and had run through the yard to the Pennsylvania Railroed tracks. He found him standing on the railroad track. Presently a train was heard. Mrs. John Long. a neighbor, went to help Mrs. Dennis. The son wouldn't budge.

The train came nearer. Mrs. Long took off a red petticoat and waved it over her head. The engineer saw the signal and stopped. The young man was persuaded to leave the tracks and go home. Soon after he reached the house he collapsed and became unconscious.

MANY HORSES POISONED.

Losses Caused to Louisiana Farmers by the Growth of Fungi in the Fields.

NEW ORLEANS, Sept. 8.—The horses throughout southern Louisians have been suffering greatly this summer from an ailment which the farmers call blind staggers, but which is really poisoning caused by fungi. The disease appeared first early in the spring, and has grown

peared first early in the spring, and has grown steadily worse. Both mules and horses have been affected, but the mules to a less extent than the horses. The mortality among the horses has been very high.

The cause of the outbreak was discovered only to-day. It has been noticed that animals kept in stables escaped. An examination of the fields disclosed a bountiful growth of poisonous fungi, due to the long wet spring and other favorable conditions. The horses have simply been poisoning themselves while grazing at large.

UNSAFE BOILERS IN SCHOOLS. Defects Which an Inspector Says Are Com

mon in Many Cities. Boston, Sept. 8.-In an address at to-day's session of the International Factory Inspectors' Association, Thomas Hawley of Massachusetts said that on inspection very few boil ers in schoolhouses were found upon which

extensive repairs were not needed. "In some cities," he said. "a light blow from a small hammer caused a puncture in a boiler. I have found boilers in schools full to boiler. I have tound collers in schools full to the hand hole with mud and deposits, tubes nearly plugged with soot and ashes, and the handhole plates of the boilers rusted so that they had to be broken off, showing that they had not been opened for years. Within a month I have taken safety valves from boil-ers in schoolhouses which were stuck so solid that they could not be started with a ham-mer. The reason for all this is neglect."

M'NALL STILL PLYING HIS AXE. He Revokes the License of the Phonix In

TOPERA, Kan., Sept. 8.-Mr. Webb McNall, State Superintendent of Insurance, to-day revoked the license of the State agent for the Phoenix Insurance Company of Brooklyn in Kansas. This action was taken in view of the Ransas. This action was taken in view of the fact that the agent was using the Clarkson Rate Book. Mr. McNall says:

"I presume the State agent is using this rate book without the knowledge of the company, and I desire to prevent his doing further business in violation of the law. If it appears that the company is informed of the agent's action I will immediately drive it out of the State."

Mr. McNall has asked the company to explain.

A KNIFE IN THE ENVELOPE.

Sheriff Creamer's Suspicion About the Pack age Sent to Josiah White Was Correct. Counsel for Josiah J. White visited Raymond street inil in Brooklyn, vesterday, and at the request of Sheriff Creamer opened the enenvelope that arrived at the jail for Mr. White on the night of Aug. 31. He found that there were several newspapers wrapped up inside, were several newspapers wrapped up inside, and attached to one was a renknife with a blade two inches long. Sheriff Creamer took possession of the knife.

Mr. White says he is a victim of conspiracy on the part of the jail authorities. Mr. White has been in jail for contempt of court in connection with the settlement of his wife's estate since the middle of April.

SLAWSON & HOBBS,

284 COLUMBUS AV., NEAR 72D ST.

Telephone, 81—Columbus.

Asked the Burglar's Pals to Help Her. A burglar got into the house of Dr. Frank B Williams at 583 Bedford avenue, Brooklyn, early on Wednesday morning, and the noise he made in the basement awakened the housekeeper, who was alone in the house. She turned a messenger call in Dr. Williams's room a dozen times to summon a special policeman and waited for him at an upper window. Pres ently a messenger boy appeared. She told him there was a burglar in the house and sent him for a policeman. The boy disappeared. The housekeeper called to two men in the shadow of a tree on the other side of the street. They laughed. Then one of them whistled, and the burglar came out of the basement and joined them. They went away together before the policeman arrived, taking a ring and some money.

Took Carbolic Acid for Toothache. Mrs. Clara Ward, the wife of Frank Ward, a chotographer of 142 Sumner avenue, Brook lyn died vesterday in the Homosopathic Ros pital from carbolic acid poisoning. Mrs. Ward was 26 years old and had two small children. was 20 years old and nad two small children For several weeks she suffered from an ulcer ated tooth. According to her husband she dropped carbolic acid into the cavity of the tooth on Wednesday night. Mr. Ward said she accidentally swallowed some of the acid.

Burglars Dynamite a Railroad Station ASBURY PARK. N. J., Sept. 8.-The railroad tations at Deal and Spring Lake were broken stations at Deal and Spring Lake were broken into early this morning and robbed. At Spring Lake the burgiars wrecked the safe with dynamite and destroyed the interior of the office. A dress-suit case and the contents of a trunk were taken from the Deal station.

A Workman Burned to Death.

William Hyde, 47 years old, employed by the Consolidated Fireworks Company of Granite ville, Staten Island, was burned by an explosion of powder yesterday at the company's factory, and died at Smith Infirmary. He threw some waste material from the factory on a smoulder-ing fire in the yard. The flames that leaped up caught his clothing.

American Ship Wrecked on Formosa's Washington, Sept. 8 .- Consul Harris at Na-

gasaki, Japan, telegraphed the State Department to-day that the American ship Comet had leen wrecked off the coast of Formosa, and was a total loss.

The Genuine **Horsford's Acid Phosphate** Always has the name ** Horsford's on the label. NEVER SOLD IN BULK.

flats and Apartments Co Zet. A MSTERDAM AV., 813.—Six large, light rooms and

Columbus Av., 852.—Five large, light rooms; all improvements; price \$15. See jamitor.

Columbus Av., 811.—Five large rooms; all improvements; \$15. See jamitor. 5 LARGE BOOMs, all light; \$18. Corner 90th st.,

Alats and Apartments To Set.

montheman APARTMENTS TO LET.

Peabody.

102-104 WAVERLET PLACE. 8 Rooms and Brth. Steam Heated, Elevator and Hall Service. Rents, \$65 per month Irvington and Rockland,

186 TO 142 WEST 16TH ST. 7 Rooms and Bath, Steam Heated and Hall Service. Rents, \$55 per

St. Clement.

S65 WEST 28D ST. 8, 4, and 5 Booms. Hot Air Rest. Benis, \$35 per month. St. John, Wave Crest, and Cedar Hurst,

SS TO 41 EAST SOTH ST. 7 and 8 Rooms and Bath. Steam Heated and Hall Service. Rents, \$45 to \$60 per month.

The Berwick, 815, 817, AND 819 WEST SSTH ST.

7 Rooms and Bath, Steam Heated and Hall Service. Rents from \$40 to \$55 per month. St. Honore,

1152 MADISON AV.
7 Rooms and Bath. Steam Heated and
Hall Service. Rents, \$50 to \$65 per 10 and 12 East 130th St., 8 Rooms and Bath. Steam Heated, Elevator and Hall Service. Rent, \$70

227 and 237 West 135th St., 7 and 8 Booms and Bath, Steam Heated, Rents, \$40 to \$50 per 269 West 136th St.,

7 Rooms and Bath, Steam Heated, Hot Water and Gas Ranges. Rent, \$48 273 West 138th St.,

a Rooms and Bath. Steam Heated and Hall Service. Bents, \$40 to \$42.50 272 West 139th St., 6 Rooms and Bath. Steam Heated and Hall Service. Rents, \$40 to \$42.50 per month.

267 West 139th St., 7 Rooms and Bath, Steam Heated and Hall Service. Rents, \$50 and \$55 per

ERASTUS HAMILTON. 259 West 138th St.

Telephone, 647 Harlem. Open Sundays

MODEL APARTHENTS.
4 rooms and bath; all improvements.
3 rooms all improvements;
hot water furnished.
Rents, \$11 to \$15.
Apply on premises, 48 East 133d st.

Dwelling Bouses to Zet-City-Anfurnished.

SLAWSON & HOBBS

284 COLUMBUS AV., NEAR 78D ST. Choice West Side Dwellings

FOR RENT.

\$1.600—149 WHST 85TH ST.—6 story and extension \$1,700-166 AND 170 WEST 87TH ST .- 4 sty. & c \$1,800-55 WEST 82D ST .- 4 story, 18 ft.

\$1,800-309 WEST 78TH ST .- 5 story Am. basemen

\$1,900-232 WEST 75TH ST .- 4 story, 18 ft. \$2 100-172 WEST SOTH ST -4 story, 20 ft, and or \$2,200-834 WEST SoTH ST .- 4 story, 20 ft. and ex. \$2,400-148 WEST 86TH ST .- 5 story, 20 ft., Am. b. \$3,000-258 WEST 72D ST .- 4 story, 20 ft. and ex.

KEYS AND PERMITS OF

Select Board.

East Side.

25TH ST., 116 EAST (near Madison Square),-table board; reasonable. 17TH ST., 26 WEST.—Single and double room with board; reference. 19th St., 41 WEST.—Clean, tidy rooms; good table; central location; Quaker management; transients; references exchanged. 23D ST., 417 WEST.—New England lady has newly decorated rooms; large, small; bountiful home table; reasonable.

84 TH ST., 31 WEST.—Second, third and fourth floor rooms; desirable location; parlor dining-room; references. Select Bourd-Brooklyn.

HENBY ST., 856.—Nicely furnished rooms, with first-class board; moderate prices; desirable location; convenient to South Ferry.

Lurnished Looms & Apartments to Set East Side.

I RVING PLACE, 65, corner 18th st.—Nicely fur nished rooms, en suite or singly; table boarder accommodated. West Side.

AT 8 UNIVERSITY PLACE, opposite Washington Square.—Elegant furnished rooms; all conveniences; superior house; gentlemen only. 12TH ST., 40 WEST.—One large and single room private bath; gentlemen only; breakfas served; references. 920 ST., 10 WEST.—Handsomely furnished rooms, 30 en suite or single; gentlemen only; valet at-tendance; reference. 45 H ST., 227 WEST.—Handsome hall rooms and large rooms with dressing room, to refined parties for the sesson; table and appointments exceptional; references.

Westchester Co. Froperty For Sale. NEW YORK SUN OFFICE, NEWARK, N. J. 794 BROAD ST. ADVERTISERS MAY LEAVE THEIR ORDERS AT THIS ADDRESS WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

KENSICO KEEPS IMPROVING. I own and control the choicest part of this beaut all suburb and offer great barrains in lots an ouses. WM.R. SMITH, 503 5th av.; downtown office, World building.

Dwelling Bouses Wunted. WANTED by family of three, a small house, or part of house, or nice flat in good neighborhood in Brooklyn at a moderate rent. Address, giving all particulars, to CAREFUL, box 181 Sun office.

Ocean Dieamers.

ANCHOR LINE, Condonderry Anchoria. Hept. 17, noon | Furnessia | hept. 24, noon For new illustrated book of tours and passage rates, sailing lists and further particulars apply to HENDERSON BROTHERS, Agents, 7 Bowling Green. FRENCH LINE.

COMPAGNIE GENERALE TRANSATLANTIQUE DIRECT LINE TO HAVRE-PARIS (FRANCE). Bailing as follows at 10 A. M.
From Pier Ne. 42, North River, foot Morton at.
La Champagne. Sept. 10 La Tourains. Oc.
La Ravarro. Sept. 17 Le Champagne. Oc.
La Normandia. Sept. 20 Le Mayerre. Oct.
dan't Agency for U.S. and Cas., Stowling Green, 2

Geenn Stenmers.

AMERICAN LINE.

**Pelgenland... Sept. 24 **Phlynland... Oct. 18
**Becond sabin to London, 835.50.

**RED STAR LINE.*

**REW YORK—SOUTHAMPTON—ANTWERP.*

**Salling every Wesinesday at Noon.

Westernland... Sept. 14 | Noordland... Sept. 28

**Kensington... Sept. 21 | Friesland... Oct. 6

**Becond. cabin to London \$42.50, Antwerp \$46.00,

**These steamers carry second-cabin and steerage passengers only. Staterooma, dining saloon, emoking rooms, bathrooms, prometnade deck, &c., amidahips, where the motion is least perceptible.

**ITHERNATIONAL NAVIGATION COMPANY,

Piers 14 and 16. N. River, Office, 6 Bowling Green. CUNARD LINE TO LIVERPOOL Etruria, Sept. 10, 10 A. M. | Servia. Sept. 20, P.A. M. Campania, Sept. 17, 2 P.M. | Umbria, Sept. 24, 10 A. M. VERNON H.BROWN&CO., Gen. Agts., 4 Howling Green

HOLLAND-AMERICA LINE, between New York and Rotterdam, Amsterdam,
via Boulogne-Sur-Mer.
New twin-screw steamer STATENDAM,
10,600 tons, Bept. 10.
First cabin, \$75 and upward; second cabin, \$45,
8teamer Spaarndam, Saturday, Sept. 17.
Second cabin only \$40.
Famous HEMBRANDT ART EXHIBITION at AMSTEEDAM during September and October.
Apply to Company's office, 89 Broadway, N. T.

HAMBURG-AMERICAN TWIN SCREW EXPRESS LINE

DIRECT TO PARIS LONDON, HAMBURG,
F. Biamarck Sep. 22, M.M. | F. Bismarck Oct. 20, 9A. M.
A. Victoria, Mov. 3, 9A. M. | A. Victoria, Mov. 3, 9A. M.
TWIN-SCREW, PASSENGER SERVICE,
NEW YORK,—HAMBURG DIRECT,
Phomicia, Sept. 10, 1 P. M. | Palatia, Sep. 24, 11, 36A. M.
Pennayiv, A. Sept. 17, 47, M. | Pretoria, Oct. 1, 4 P. M.
Hamburg-American Line, 37 Broadway, N. V. MANHATTAN STEAMSHIP COMPANY. NEW YORK, BOCKLAND AND BANGOR LINE. Bleamers leave New York every Thursday at 4 P. M. tor BOUKLAND, CAMDEN, BKL, FAST, BUCKS-PORT and BANGOR, Me., connecting with all rail and water lines.

NEW YORK, EASTPORT AND ST. JOHN LINE.

NEW YORK, EASTPORT AND ST. JOHN LINE.

Steamers leave New York every SATURDAY at 4 P.

M. for EASTPORT, Me., direct, connecting at EASTPORT for all points.

Steamers will sail from Pier 6, North River. Preight
received daily until 6 P. M. Other lines to be put
into operation shortly. All competing rates promptly
met.

N. L. NEWCOMB, General Manager.

5 and 11 Brosdway, New York.

MAINE STEAMSHIP CO. DIRECT LINE TO PORTLAND, MAINE.
Connecting with all railroad and steamship lines to
all summer resorts. S. S. Horatio Hall (new) and
Manhattan leave Pier No. 38, E. R., foot of Market st.,
every Tuesday, Thursday, and Saturday at 5 P. M.,
Steamers fitted with every modern improvement for
the confront and couvenience of passengers. Ticket
offices, No. 273, Broadway, corner Chambers st., and
the General Office, No. 222 South st.

HORATIO HALL, G. F. A., No. 222 South st. NORTH GERMAN LLOYD STEAMSHIP CO.
SHORT ROUTE TO LONDON AND CONTINENT.
FAST EXPRESS STEAMERS.
K.W.D.G., Sept. 13, 10 A.M. K. Friedrich, Sc. 27, 10 A.M.
Trave, Tu., Sept. 20, 10 A.M. Lahn, Tu., Oct. 4, 10 A.M.
OELRICHS & CO., 2 Bowling Green.

OLD DOMINION LINE. Delightful tours to Old Point Comfort, Norfolk, Norfolk, Norfolk, Petramouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washing-ton, D. C. Freisht and passenger steamers sail from Pier 20, North River, every week day, except Satur-day, at 3 P. M., and Saturday at 4 P. M. W. L. GUILLAUDEU, Vice-Frest and Traffic Mgr.

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.

Majestic. Sept. 14. noon Teutonic. Sept. 28. noon Germanic. Sept. 21. noon Cymric, 605 up; Germanic, Britannic, 875 up; Majestic, Teutonic, \$100 up; second cabin, \$42.50 upward; third class on Cymric, Germanic and Britannic, \$25.50; on Majestic and Teutonic, \$77. Revenue tax additional.

For passage, freight and general information apply to WHITE STAR LINE.

Pier 45, North River. Office, 9 Broadway, New York.

Steamboats.

Boston and New England Points. Boston and New England Points,

FALL BIVER LINE—For Fall Biver, Boston, and New England points. Steamers Priscilla and Puritan. Orchestra on each. Leave Pier 18, N. B., foot of Warren st., week days and Sundays and 5:00 P. M. Bieamer from New York, Sundays only, touches at Newport. On other days of the week Providence Line east ward steamers bouch at Newport. Providence, Boston and the East. Steamers Plymouth and Rhode Island. Orchestra on each. Leave Pier 18, N. B., foot of Murray st., week days only, at 6:18 P. M., touching at Newport, R. I. Monday mornings excepted). On Monday mornings Fall River Line steamers touch at Newport.

STONINGTON LINE—For Stonington, Watch Hall, Boston and all points East. Steamers Maine and New Hampshire. Leave pier 36, N. R., one block above Canal st., week days only, at 6:00 P. M.

NORWICH LINE—For New London, Worcester, Boston and the East. Steamers City of Lowell and City of Worcester. Leave Pier 36, N. R., ohe block above Canal st., week days only, at 6:00 P. M.

Albany Evening Line Steamers ADIRONDACK and DEAN RICHMOND leave Old Pier 41, N. R., foot Canal st., at 8 P. M. daily (Sundays excepted), connecting with express trains for Saratoga, Lake George, Richheld Springs, Sharon Springs, Thousand Islands, Adirondacks, and the West. Summer excursion tickets at reduced rates, -Baturday night steamer connects with Sunday morning train for Saratoga, North Creek, Caldwell, and steamer on Lake George.

Hudson River by Daylight. PALACE IRON AND DAY LINE STEAMERS
"NEW YORK"
AND "ALBANY."
Finest and fastest river steamers in the world.
Daily except Sunday. gage checked from residence to destination by New York Transfer Co. MORNING AND AFTERNOON CONCERTS. HUDSON RIVER STEAMER MARY POWELL.

Daily (except Sundays).

Leaving Desbroeses St. 3:15 P. M. (Saturdays 1:45 P. M.), West 22 St. 8:30 P. M. (Saturdays 2 P. M.), for CRANSTON'S, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, BONDOUT, and KINGSTON. HARTFORD LINE from Pier 24, East River, daily except Sunday at 5 P. M., for Connecticut River landings, connecting for Springfield, Worcester, Boston, and all New England points. Saturday excursions at reduced rates.

TROY BOATS. FABE LOWER THAN ANY OTHER BOUTE. Troy Excursion, \$2.50. Searchlight on bo is. Steamers leave West 10th st. daily, e.P. M., except

Saturday. Sunday steamers touch at Albany.

HUBSON AND COXSACKIE BOATS
leave foot of Christopher st. every week day at 6 P.
M. connecting with B. and A. B. B.

VINGSTON LINE. West 10th st.—Daily 4 P. M.,
Saturdays at I. Steamers BALDWIN and ROMER,
for Cranston's, Cornwall, Newburg, New Hamburg,
Marlboro, Milton, Poughkeepie, Hyde Park, Esopus,
Kingston, connecting with U. & D. B. B. for all points
in Catakil Mountains.

NEW HAVEN.—FARE \$1; EXCURSION \$1.50.
Sundays, Excursion, \$1.00. Fast steamers leave P.
Hundays, 1930 A. M. and 12 midnight sharp;
wend ay steamers counced on wharf with trens for Meriden, Hartford, Springheid, and points North.

DAMSDELL LINE for Newburg, 2011, at Wanners

PAMSDELI LINE for Newburg, calling at Wes Paint, Cold Spring and Corrwall, Fishkill (by ferry, leaves Pier 24, N.R., foot Franklin st, week days (except Saturday), 5 P. M.; Saturdays, 8 P. M. landing at 182d st. N. B., 8:30; Sundays, 9 A. M. 132d st., N. R., 9:30.

Zuilronds. ERIE RAILROAD. Through trains leave New York, foot of Chamber freet, as follows, and five minutes earlier from Wes

230 at cect.

9:00 A. M.—Vestibuled Express daily for Bing9:00 hamton, Waverly, Elmira, Buffalo, Bradford,
arrives Buffalo 8 F. M. Parlor car to Buffalo.

9:15 A. M.—Vestibuled Express daily for Port
for Lackawaren, Honesdale, and important local
points to Elmira. Pullman Palace cars for Monticello
and Elmira. points to Elmira. Pullman Palace cars for Monticello and Elmira.

2:00 Seld train for Chicago, arrives at Cleveland 7:40 A. M., Chicago S. P. M., Siespens to Chicago, Cleveland and Chorlomati. Dining car.

Cleveland and Chorlomati. Dining car.

2:30 Express daily, arrives Buffalo 7:50 A. M., Standown 10:52 A. M., Bradford 7:50 A. M., Jamestown 7:50 A. M., Youngstown 10:57 A. M., Cleveland 12:30 P. M. Siespens to Hoffman 10:50 A. M., Youngstown 10:57 A. M., Cleveland 12:30 P. M. Siespens to Hoffman 10:57 A. M., Cleveland 12:30 P. M. Siespens to Hoffman 10:57 A. M., Dally solid train for Binghanton, 9:15 Elmira, Waverly, Chicago, Siespens to Hoffman 10:50 A. M., Youngstown 10:51 A. M., Carloman 11:11 A. M., Standown 10:51 A. M., Carloman 11:11 A. M., Standown 10:51 A. M., Carloman 11:11 A. M., Standown 12:30 P. M., Standown 13:30 A. M., Standown 13

BALTIMORE & OHIO R. R

Leave New York, Whitehall Terminal, South Ferry and foot of Liberty Street.

Phally. (*Except Sunday.** (*Sundays.** CHICAGO. *4:30.A.M., 11:45 F. M., and *12:15 night. PITTSBURG. *4:30.A.M., 15:30 F. M., 11:45 F. M., *12:15 night. 4:33 A.M., 15:30 F. M., 11:45 F. M., *12:15 night. 4:33 A.M., 15:30 F. M., *1:45 F. M., *2:15 P. M., *2:15 P. M., *5:35 F. M., *5:35

Ballenda.

Pennsylvania

STATIONS FOOT of west twenty-th rd Servet and a Deshrosses and Corriand Streets.

27 The leaving time from Deshrosses and Corriand interests in ten in nuise later than the given below for Twenty-third Street Station.

7:30 A. R. FAST MAIL.—Fullman Ruffet Parior Car New York to Hutsbury. Sleeping and Chrysland.

8:50 A. M. FAST MAIL.—Fullman Ruffet Parior Car New York to Hutsbury. Sheeping and Chrysland.

8:50 A. M. FAST LINE.—Pittsburg and Chrysland.

8:50 A. M. PENNSYLVANIA LIMITED.—Pittsburg and Chrysland.

Chindhati, Indianapolis, Louisville, 9th Louis.

1:50 P. M. CHICAGO and ST. LOUIS EXPRESS.—For Nashville (via Cincinnat), Chicago. St. Louis.

6:50 P. M. WINTERN EXPRESS.—For Pittsburg.

7:140 F. M., SOUTHWESTERN EXPRESS.—For Fittsburg. Chicago.

Chicago. Connects for Cirveland, except Saturday.

8:50 P. M. MAIL AND EXPRESS.—For Pittsburg and Chicago. St. Louis.

Sizo P. M. SALL AND EXPRESS.—For Pittsburg and Chicago. St. Louis.

Sizo P. M. SALL AND EXPRESS.—For Pittsburg and Chicago. St. Louis.

Sizo P. M. SALL AND EXPRESS.—For Pittsburg and Connects for Cirveland, except Saturday.

Fittsburg. and rooms week, daily except Saturday.

No coaches...

WASHINGTON AND THE SOUTER. WASHINGTON AND THE SOUTH

WASHINGTON AND THE SOUTE.

7:50, 8:20, 8:20, 8:50 (Dring Car., 10:50 (Dring Car.)

A. M., 12:50, 1:50 (6:20 'Congressional Lim," all.

Parlor and Dining Cars), 4:20 (Dring Car.)

6:20, 0:20, 10:50 (Dring Car) A. M., 6:20 'Congressional Lim," all Parlor and Dring Cars, 4:50 (Congressional Lim," all Parlor and Dring Cars, 4:50 (Dring Car.), 4:50 (Dring Ca SOUTHERN BAILWAY.—Express, 4:20 P. Mi, 12:05 night daily.
ATLANTIC COAST LINE.—Express, 9:20 A.M. and.
8:50 P.M. daily.
CHPSAPEARE AND OHIO BAILWAY.—1:50 P. M.

CHIPSAPEARE AND OHIO RAILWAY.—4:50 P.M. daily.
FOR OLD POINT COMFORT and NORFOLK.—4:80
A. M. week days and 7:40 P. M. daily.
ATLANTIC CHTF.—1:50 P. M. week days (Desbrosse).
And Cordinant Streets, 2:10 P. M.). Through Yestlbuled Train. Buffet Parlor Cars, Passenger Combined Conch.
CAFE.MAY—12:00 P. M. week days.
Long Brauch. Abbury Park (Interlaben Sundays).
Long Brauch. Abbury Park (Interlaben Sundays).
Long Brauch. Abbury Park (Interlaben Sundays).
See The Concept FOR PHILADELPHIA. "161

6:10, 7:20, 7:50, 8:20, 8:50, 9:20 (9:50 Penna Little 19:50 (Dining Car), 10:50 (Dining Car), 14:50 A. M., 12:50, 1:50, 2:50, 8:50, 4:20, 4:20 (Dining Car), 4:50 (Dining Car), 5:50 (Dining Car), 7:60 (Sin P. M., 12:00 night. Sundays, 6:10, 8:20, 9:50 (Dining Car), 8:50 P. M., 12:00 night. Sundays, 6:10, 8:20 (Pining Car), 8:50 (Dining M., 1:50 Dining Car), 3:50, 4:20 Dining Car), 5:50 Dining Car), 5:50 Dining Car), 7:40, 8:50 P.M., 12:05 night.
Ticket offices Nos. 461, 944, 1196, 1323, 111, and 2dt Broadway, 1 Astor House, West Twenty-thing Breet Station, and stations foot of Deshrosses and Cortlandt Streets; 4 Court Street, 8:00 Pulcos Street, 9:8 Broadway, and Penusyivania Annes Station, Broaklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
Telephone "1274 Eighteenth Street" for Penusyivania Railroad Cab Service.
J. B. HUTCHINSON, J. R. WOOD, General Managor. General Pass'r Agent.

NEW YORK CENTRAL All through trains stop at Albany Utics, Syracuse, Rochester and BuCalo.

Trains leave Grand Central Station as follows:

A. M.—Dally, except Sunday. Famous EMPIRE STATE EXPRESS LIABLETED AND ALBERT STATE AND ALBERT AND ALBERT STATE AND ALBERT STATE AND ALBERT AND ALBERT STATE AND ALBERT AN

Fastest train in the world. Die Buffale 448.
Fastest train in the world. Die Buffale 448.
Niagara Falls 6:32, Teronto 9:00 P. M., Detroit 11:00 P. M. Limited to its seating cancelty 2:00 MONTREAL, except Sanday.
8:45 A. M.—RAST MAIL, Daily—For Buffale, Niagara Falls and Geveland.
9:40 Chal. daily, except Sunday.
10:30 A. M.—BAST TATHERS, except Sandays—10:30 Far Buffale and fall important New York State Points. 1:00 P.M. SOUTHWESTERN LIMITED and CHI-1:00 CAGO SPECIAL, Daily-For Columbus, Climati, Indianapolis, St. Louis and Chicago.
3:30 P. M.—TROY AND SARATUGA SPECIAL.
5:00 P.M.—LARE SHORE LIMITED, Daily—245:00 hour train for Chicago, via Lake shore, Das Cleveland 7:15 A.M. Chicago 4 P.M. Slesping and parlor cars only.
6:00 P. M.—WESTERN EXPRESS, Daily—For District, and Chicago. 6:00 P. M.—WESTERN EXPRESS, Daily—Too
Detroit, and Chicago.
6:25 P. M.—NORTHERN EXPRESS, Daily—Too
6:25 P. M.—NORTHERN EXPRESS, Daily—Too
6:26 P. M.—NORTHERN EXPRESS, Daily—Too
7:40 Montreal express, Daily—Vis Urica.
7:40 Montreal Express, Daily—Vis Urica.
8:45 P. M.—BUFFALO AND SOUTHWESTERN
8:45 P. M.—BUFFALO AND SOUTHWESTERN
9:40 P. M.—SECIAL LIMITED MAIL, Daily—Indiana, Cinctument, Indianapolis, and St. Louis.
9:40 P. M.—SECIAL LIMITED MAIL, Daily—Indianapolis, and St. Louis.
9:40 P. M.—PACIFIC EXPRESS, Daily—For Only of the College of t

Lehigh Valley System. Stations foot of West 23d St. (Penn. R. R.), Cortlands or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortland or Desbrosses St. *6:10, 6:29 A. M. daily (Stinday *8:45, 7A. Mafor EASTON and intermediate stations.

*7:50, 8:20 A. M. daily for WILKESBARBS.
SCEANTON ITHACA, GENEYA, ROCHESTER, SUP-FALO, NIAGARA FALLS and the West and principal local points: dining car and chair car to Buffalo.

*11:50, 12:00 noon daily, except Sunday.

*BLACK DIAMOND EXPRESS.*9

Arrives Buffalo g.55 P. M. Pullman Vestibule.Day Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parior Cars. Din and Cars Service. Meals a la carts. Connects at Buffalo with through electron to Petroit and Chicago.

12:56, 1:60 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON and coal branches. Chair car to Easton.

25:50, 4:40 P. M. daily, except Sunday, for WILKESBARRE, PITISTON, SCRANTON and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parior Car for Wilkerbarre.

4:50, 5:50 P. M. daily, except Sunday, for Eas.

New York and Boston All Rail

N. Y., N. H. & H. B. R. and connections.

From Grand Central Station.

Leave By way of Disc.

10:00 A. M., Springfield and Worcestor, S:30 P. M.

10:00 A. M., 1 New London and Providence, 5:00 P. M.

10:00 M. Springfield and Worcestor, 6:45 P. M.

10:00 M. Springfield and Worcestor, 6:45 P. M.

10:00 M. Springfield and Worcestor, 6:45 P. M.

10:00 P. M. New London and Providence, 7:00 P. M.

10:00 P. M. "New London and Providence, 9:00 P. M.

4:00 P. M. "Springfield and Worcestor, 10:00 P. M.

4:00 P. M. "Springfield and Worcestor, 0:10 P. M.

11:00 P. M. "Springfield and Worcestor, 0:10 P. M.

4:00 P. M. "Springfield and Worcestor, 0:10 P. M.

4:00 P. M. "Springfield and Worcestor, 0:15 A. M.

11:200 P. M. "Sew London and Providence, 0:25 A. M.

*Huns daily, including Sunday. **Runs daily, including Sunday.

Thay State Limited, all parlar cars; fars \$7, iscluding Sunday.

Thay State Limited, all parlar cars; fars \$7, iscluding tarifor car seat.

Tair Line Limited; arrives and departs from Park Square Station, Boston. Return service same leturated by same route.

Will stop at 125th st.

Through parlor and alsoping cars by each train.

G. T. HERCESTELD, Gen. Page Agent.